

# SENATE RECORD VOTE ANALYSIS

106th Congress  
1st Session

Vote No. 306

October 4, 1999, 5:31 p.m.  
Page S-11866 Temp. Record

## TRANSPORTATION APPROPRIATIONS/Conference, Passage

**SUBJECT:** Conference report to accompany the Department of Transportation and Related Agencies Appropriations Bill for fiscal year 2000 . . . H.R. 2084. Agreeing to the report.

### ACTION: CONFERENCE REPORT AGREED TO, 88-3

**SYNOPSIS:** The conference report to accompany H.R. 2984, the Department of Transportation and Related Agencies Appropriations Bill for fiscal year 2000, will provide \$50.177 billion net in budget authority, trust fund ceilings, and exempt obligations. The bill will adhere to the transportation firewalls for highway and highway safety programs and for transit programs (those firewalls were enacted to ensure that funds in the transportation and mass transit trust funds would be used only for the purposes for which they were raised). Details are provided below.

Department of Transportation net budget authority, \$14.310 billion, including:

- Federal Aviation Administration, \$8.131 billion (not including the obligation limit listed below); \$2.075 billion of this amount will be for airport facilities and equipment;

- Coast Guard, \$4.024 billion;

- Federal Transit Administration, \$1.159 billion (see the obligation limit listed below); and

- Amtrak capital grants, \$571.0 million; Amtrak will also receive a \$1.1 billion tax refund as a result of the Taxpayer Relief Act; Department of Transportation trust fund ceilings, \$34.673 billion, and exempt obligations, \$1.132 billion including:

- Federal Highway Administration trust fund obligation limit, \$27.806 billion (an increase of \$2.195 billion), and exempt obligations, \$1.132 billion;

- Federal Transit Administration trust fund obligation limit, \$4.638 billion, including \$3.098 billion for formula grants (an additional \$619.6 million will be appropriated for such grants) and \$1.961 billion for discretionary grants (an additional \$490.2 million will be appropriated for such grants); discretionary grants will be distributed as follows: \$980.4 million for fixed guideway modernization, \$490.2 million for buses and bus facilities, and \$980.4 million for new starts; and

(See other side)

YEAS (88)				NAYS (3)		NOT VOTING (9)	
Republican (48 or 96%)		Democrats (40 or 98%)		Republicans (2 or 4%)	Democrats (1 or 2%)	Republicans (5)	Democrats (4)
Abraham	Helms	Akaka	Kerrey	Enzi	Conrad	Hatch- <sup>2</sup>	Daschle- <sup>2</sup>
Allard	Hutchinson	Baucus	Kerry	Hagel		Mack- <sup>2</sup>	Hollings- <sup>2</sup>
Ashcroft	Hutchison	Bayh	Kohl			McCain- <sup>2</sup>	Kennedy- <sup>2</sup>
Bennett	Inhofe	Biden	Landrieu			Smith, Gordon- <sup>2</sup>	Reed- <sup>2AY</sup>
Bond	Jeffords	Bingaman	Lautenberg			Thomas- <sup>2</sup>	
Brownback	Kyl	Boxer	Leahy				
Bunning	Lott	Breaux	Levin				
Burns	Lugar	Bryan	Lieberman				
Campbell	McConnell	Byrd	Lincoln				
Chafee	Murkowski	Cleland	Mikulski				
Cochran	Nickles	Dodd	Moynihan				
Collins	Roberts	Dorgan	Murray				
Coverdell	Roth	Durbin	Reid				
Craig	Santorum	Edwards	Robb				
Crapo	Sessions	Feingold	Rockefeller				
DeWine	Shelby	Feinstein	Sarbanes				
Domenici	Smith, Bob (I)	Graham	Schumer				
Fitzgerald	Snowe	Harkin	Torricelli				
Frist	Specter	Inouye	Wellstone				
Gorton	Stevens	Johnson	Wyden				
Gramm	Thompson						
Grams	Thurmond						
Grassley	Voinovich						
Gregg	Warner						

#### EXPLANATION OF ABSENCE:

1—Official Business  
2—Necessarily Absent  
3—Illness  
4—Other

#### SYMBOLS:

AY—Announced Yea  
AN—Announced Nay  
PY—Paired Yea  
PN—Paired Nay

● Federal Aviation Administration trust fund obligation limit, \$1.950 billion, which will be for grants-in-aid for airports (the Airport Improvement Program; many airports also assess passenger facility charges (PFCs) to raise funds for airport improvements).

Related agencies:

- National Transportation Safety Board, \$57.0 million.

Miscellaneous:

● after earmarking \$90 million for high-priority projects and \$8 million for the Woodrow Wilson Memorial Bridge project, all higher-than-expected gas tax receipts will be distributed to the States under the Highway Trust Fund formula (for related debate, see vote No. 274);

● the bill will not enact the President's proposal to authorize \$1.668 billion in new user fees in order to increase Federal spending;

- the Department of Transportation will be prohibited from requiring "peanut-free zones" on domestic aircraft;

● in general, the sale of certain personal data and photographs from an individual's driver's license without his or her express written consent will be prohibited; transportation funds will not be withheld due to violations of this prohibition; the effective date of this prohibition will be delayed in some circumstances;

● it is the sense of the Senate that the United States Census Bureau should include marital status on the short form census questionnaire (see vote No. 276);

● funding will be provided for the investigation of unfair or deceptive practices and unfair methods of competition by airlines and ticket agents who fail to disclose overbooking on flights or information on the lowest fares available;

● it is the sense of the Senate that a report will be prepared on the practice of airlines denying ticket transfers from one airline to another when passengers have purchased non-refundable tickets; and

● it is the sense of the Senate that penalties should be doubled for airlines that deny boarding to passengers with reservations, and any passenger so denied should have the option of obtaining a prompt cash refund for the full value of his or her airline ticket.

**Those favoring** passage contended:

This bill will provide more than \$50 billion for transportation infrastructure funding. Numerous contentious issues were resolved amicably among the House, the Senate, and the Administration, and all decisions were made with bipartisan involvement. Everyone was willing to compromise, and the result is a bill that we believe will win broad support in both Houses and which will be signed by the President. One of the contentious issues on which the Senate gave some ground was the Senate amendment to stop States from selling driver's license information. Several modifications were made to gain acceptance of that amendment, but we are pleased that the basic principle has been retained in the conference report. On another major issue--new user fees--Congress totally prevailed. No new user fees will be imposed, despite strong pressure from the Administration to impose them. On another issue, earmarks, we understand that a few Members are very upset that this conference report contains funding for many specific projects. However, we note that most Members support a limited amount of earmarks in order to make certain that high priority needs are met. In fact, we had more than 1,500 separate requests for special project funding from individual Senators. Only a small percentage of those requests were accepted; almost all of the funding provided by this bill still will be provided by formula. Overall, we are very pleased with this conference report and urge our colleagues to vote for its adoption.

**Those opposing** passage contended:

We strongly oppose this conference report because of the high amount of porkbarrel spending that it contains. Both the House-passed and Senate-passed versions of this bill had numerous earmarks that seemed to give funding to projects not based on any objective standard of merit, but on the locations at which the money would be spent. It seems that projects in districts and States of influential Members of Congress were able to win a large percentage of the earmarks. Conferees did not split the difference in House and Senate pork--they took it all from both bills and then added some more that was not passed by either House. We object to this process, and therefore, despite all of the meritorious parts of this conference report, we will vote against its adoption.